

**Congress of the United States**  
**Washington, DC 20515**

July 12, 2018

The Honorable Elaine L. Chao  
Secretary  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Chao,

We are writing to express our support for the Maryland Department of Transportation Port Administration's application to the Better Utilizing Investment to Leverage Development (BUILD) Transportation Discretionary Grant program to expand Seagirt Marine Terminal Berth #3 capabilities.

The Port of Baltimore is a key international gateway that connects the region to global suppliers and markets. It has been consistently ranked in the top-tier for port performance and is the fourth-fastest growing port in the nation. Seagirt Marine Terminal's 50-foot-deep berth #4, along with its four super post-Panamax cranes, has been appealing to ocean carriers. As all vessels continue to grow in size, the Port of Baltimore will face berth constraints and will soon be excluded from continued international trade growth unless it can provide more than one deep-draft berth and additional cranes.

Baltimore's multimodal Port supports nearly 34,000 jobs, produces \$2.9 billion in personal income, and generates \$2.2 billion in business revenue. The application for \$8 million leverages an equal amount of private sector funding from Ports America Chesapeake, and complements sizeable investments made by private developer Tradepoint Atlantic. The Port of Baltimore is also one of the Country's lead exporter of waste paper, automobiles and light trucks.

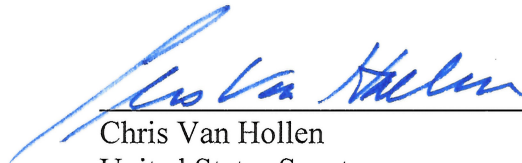
This project will significantly benefit the nation, mid-Atlantic region, and the State of Maryland by expanding Seagirt berth capabilities and thereby allowing the largest ships along the U.S. East Coast to continue increasing services through the Port of Baltimore. Without this project, cargo destined for the Port's natural market will move predominantly through New York's port complex, an area already grappling with severe congestion. The resultant strain will adversely impact inland distribution costs, the environment, safety on our roadways, and surface degradation.

We appreciate your consideration of this important project.

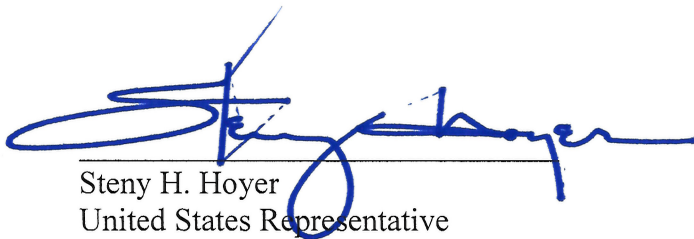
Sincerely,



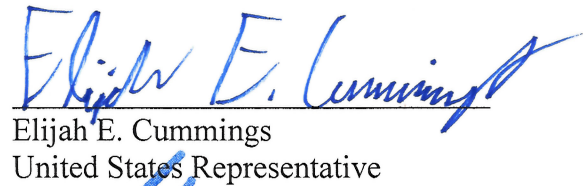
Benjamin L. Cardin  
United States Senator



Chris Van Hollen  
United States Senator



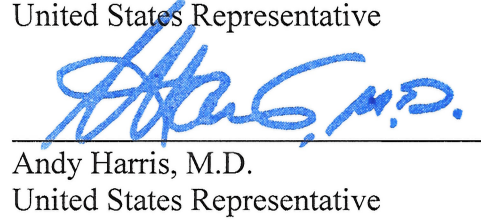
Steny H. Hoyer  
United States Representative



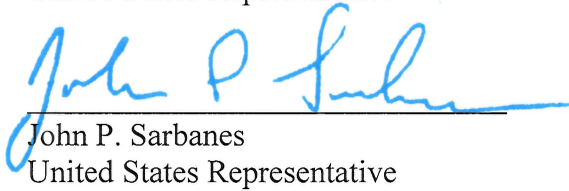
Elijah E. Cummings  
United States Representative



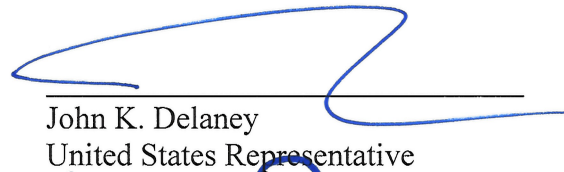
C.A. Dutch Ruppersberger  
United States Representative



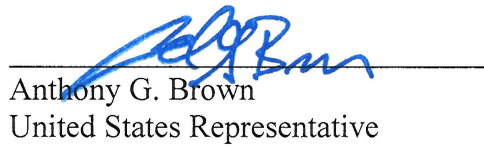
Andy Harris, M.D.  
United States Representative



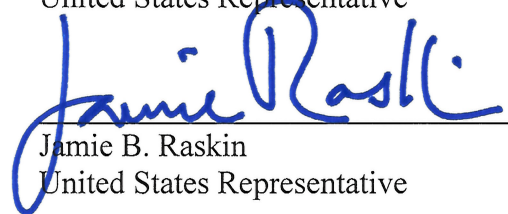
John P. Sarbanes  
United States Representative



John K. Delaney  
United States Representative



Anthony G. Brown  
United States Representative



Jamie B. Raskin  
United States Representative